



OFFICE OF THE MAYOR

(608) 831-4114

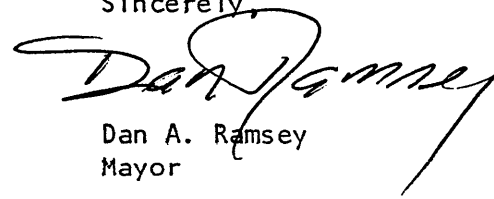
October 19, 1992

Members of the Transportation Projects Commission:

The City of Middleton was very pleased when the Department of Transportation enumerated the Middleton/Sauk City segment of USH 12 as the #1 project. Improvements to USH 12 in and around Middleton and to Sauk City are vital. There are important safety, economic development, highway service and community objective issues that require that USH 12 be improved from Middleton to Sauk City.

The City of Middleton has gone on record in the past, both in writing and in testimony to the Transportation Commission, regarding the importance of the USH 12 improvements. The purpose of this letter is to urge your support for this project in your commission, and to ask that you recommend this project to the Governor and legislature with this same ranking as the Department of Transportation. During the budget process, we also request that you support this project in order to provide funding so that the project can progress toward construction.

Sincerely,

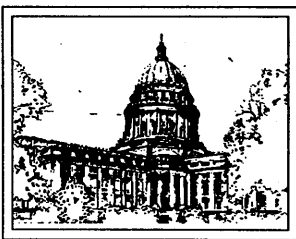

Dan A. Ramsey
Mayor

DAR/lr

MIDDLETON, WISCONSIN 53562

7426 HUBBARD AVENUE

CITY OF MIDDLETON



Joe Hisrich

State Representative

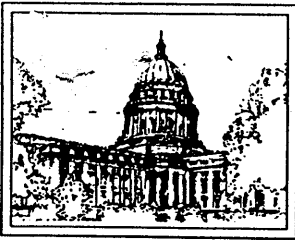
DATE: OCTOBER 19, 1992

TO: TRANSPORTATION PROJECTS COMMISSION

FROM: REP. JOE HISRICH

RE: HIGHWAY 53 EAU CLAIRE BYPASS

Enclosed, please find a copy of a letter I recently sent to DOT Secretary Thompson on the Highway 53 bypass. I would appreciate your taking the time to review the letter and if you have any questions on the issues it raises, please let me know.



Joe Hisrich

State Representative

DATE: SEPTEMBER 29, 1992

TO: CHARLES THOMPSON, SECRETARY
WISCONSIN DEPARTMENT OF TRANSPORTATION

FROM: REP. JOE HISRICH

RE: HIGHWAY 53

The current debate on a Highway 53 corridor (bypass) has reached a stalemate. The Transportation Commission has said that consensus is necessary for the project to move forward. Given the accident rate, and the current and projected traffic flow for Highway 53, the issue needs to be resolved.

After hours of discussion with parties representing all sides of this issue, I am convinced that the Department of Transportation must answer two questions clearly and decisively before progress can be made.

The first question is: what constitutes consensus for the Transportation Commission and your office?

- A) All parties must agree on the location (no one can speak in opposition as was the case with many project requests);
- B) Most parties must agree, but agreement must include the community or communities in which the corridor (bypass) will be located;
- C) Most parties must agree, such as the major city and county involved, but this need not include the community in which the corridor (bypass) will be located.

The second question is: assuming community support and consensus, what corridor (bypass) location options would DOT recommend and support for funding?

- A) With community consensus DOT would support any of the three possible locations (existing corridor, inner corridor or outer corridor);
- B) DOT will only support and recommend the inner corridor for funding;
- C) DOT will not support or recommend funding for the outer corridor;

D) Other.

These are not easy questions. However, at this time no one knows what DOT and the Transportation Commission mean by consensus. Different groups locally are working with different definitions. Until all use a common definition, any compromise or agreement on a route is impossible.

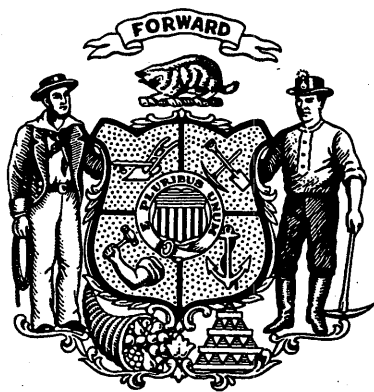
The same holds true for what possible corridors DOT would recommend and support for funding. Public statements have been made and rumors circulated as to what corridors would or would not be recommended and supported by DOT. Here again, until the possible corridor question is officially answered by DOT, people are not even willing to talk.

I recognize that getting a clarification from the Transportation Commission would probably require a meeting of the Commission. Also, to make it clear that I am not asking these questions for purely political purposes, I will ask my staff to schedule a meeting with you following the November election.

I look forward to your response. Answers to these questions are essential for communities and groups in the Chippewa Valley to again enter into discussions and resolve the Highway 53 impasse.

Thank you for your attention to this matter. My staff will be calling to schedule a meeting.

END



END



Dykema
Chiropractic
Office, S.C.

1620 S. Hastings Way
Eau Claire, WI 54701

(715) 832-8414

CHIROPRACTORS

Roxanne Best, D.C.
Harold Dykema, D.C.

NUTRITIONAL
COUNSELORS

Diana Bockus
Nelva Dykema, R.N.

*"Health care
for healing."*



October 27, 1992

NOV 02 1992

*D & T
file*

Representative David Brandemuehl
Room 401
100 No. Hamilton St.
Madison, WI 53708

Dear Representative Brandemuehl:

As a member of the Transportation Projects Commission, I would like to give you my opinion concerning the need for an improved Highway 53 in Eau Claire. I have had a chiropractic office on Hastings Way for the last 25 years, and the building I am in has been a chiropractic office since 1954. I attract patients from around the state and from other states, as well as from the local area. Highway 53 is very important to me and to my patients. I also have concern for the general business community on the Highway 53 corridor. Because of the present traffic on Highway 53, it is not uncommon to have my patients come into the office considerably late because of traffic congestion and because of accidents that tied up the bridge or one of the major intersections.

It is my opinion that the inner bypass is the route that will do the most good for the entire Chippewa Valley area as it will provide another major north-south thoroughfare and allow the businesses along Highway 53 to continue operating in approximately the same manner as they are now. As I understand it, the Department of Transportation studies have shown that 37% of the traffic on Hastings Way is going to do business along the Hastings Way corridor. If the outer bypass is constructed, major construction and expansion will have to be done along Hastings Way, adding lanes, etc., so that the access and parking will be severely curtailed to the businesses. That is going to cause a severe loss of property values and a severe loss in property tax to the city and counties of Eau Claire. In addition, the convenience of the shopping as it presently is will be greatly changed, and people will not think of us as an area to come to do business.


I understand that because of the lack of consensus in the Eau Claire area concerning the inner corridor, your commission has voted not to put it on a recommended projects list. A local citizens group in Altoona that has made this a very emotional issue. I can understand their concern that private land which is essentially quasi public now, and open land will

be utilized, and the entire nature of the western side of Altoona will be changed. At the same time we hear complaints from Altoona that they don't have enough business and that their school property tax is too high because they have mostly residential facilities to support that. Studies by an engineering firm reveal that if in 20 years the old National Guard property, that was donated by the state to the City of Altoona, was developed as a result of the inner corridor that the city would realize an increase in property values of 40 million dollars, most of which would be business commercial revenue rather than residential. That is only a small piece of the area that would be developed if the inner corridor were built, and I understand the total development along the inner corridor would increase property values by nearly 111 million dollars.

The Department of Transportation is on record that the only alternative for improving the traffic in Eau Claire would be to build the inner corridor, and that the outer corridor is not even a consideration. Yet the people in Altoona who are so vocal about this seem to believe through public opinion they can change this decision.

The County Board in Eau Claire has voted 2 or 3 times not to endorse the inner corridor. I believe they have not really studied the issue properly and do not realize the drastic changes that would occur along the present Highway 53 if the outer corridor were built and how that is going to mean a tremendous loss of business and tax revenue for the Eau Claire county. Because of some of the very assertive and sometimes almost vicious remarks by the citizens group in Altoona, many people have been reluctant to take a stand on the inner corridor. As I understand it, in your consideration of only a project, 10% of your consideration of a project is based on public support and consensus. It appears to me presently that you have allowed consideration of the consensus by a very minority group, which claims to have much more support than I believe it has, to considerably sway your opinion about this project. We definitely need this project on board as soon as possible as it has one of the highest accident rates in the state and some of the highest traffic count for this type of road in the state. I believe we need to get on with it, so I would urge you at your next meeting in the Fall of 1992 to reconsider our project and enumerate it, if possible, and place it near the top so that it can funded to begin to solve our traffic problems and our safety problems.

Sincerely yours,



Harold J. Dykema, D.C.

HJD/fg

END



END

City of Marshfield
City Hall Plaza
630 S. Central Avenue
P.O. Box 727
Marshfield, Wisconsin 54449-0727



Marvin J. Duerr
Mayor
(715) 384-2919
Fax (715) 384-9310

File
DOT
NOV 10 1992

November 4, 1992

Governor Tommy Thompson and members of the
Transportation Projects Commission
Room 115 East, State Capitol
Madison, Wisconsin 53702

Dear Governor Thompson and members of the TPC:

In July, I appeared before the Transportation Projects Commission in behalf of the City of Marshfield to request enumeration of the STH 13 project in Marshfield. In September, I was very pleased to learn that the Department of Transportation had recommended that the Marshfield Regional Mobility project be enumerated.

As you are well aware, the greater Marshfield community, including the City and our surrounding towns, has struggled with the route for a relocated STH 13 for over 25 years. Yet, at the TPC hearing earlier this year, we demonstrated that the DOT's route recommendation had gained the support of all governmental entities as well as a nearly unanimous business community.

In September, petitions were filed with the City of Marshfield by a group of citizens asking for a charter ordinance to prohibit construction of the Near East Boulevard (STH 13) in Marshfield. I am very pleased to report that, following a vigorous discussion and campaign on this issue, the charter ordinance prohibiting the highway construction was soundly rejected by Marshfield voters in yesterday's general election.

As is the case with most all issues of public concern, it takes time to develop a consensus as to the best course of action. Following yesterday's referendum vote, I can now provide tangible evidence that community consensus is continuing to emerge in support of a new STH 13 in Marshfield.

As you look to the next meeting of the Transportation Projects Commission, I continue to urge enumeration of the STH 13 project in Marshfield. Finally, thank you for being patient with our community throughout this planning process. We want to be a partner with the State in building an effective transportation system.

Respectfully,

Marvin J. Duerr
Marvin J. Duerr
Mayor

cc: Richard Bonneville, Director, District IV, WIS-DOT
Senator David Helbach



Rep. Brandemuehl

Wisconsin Department of Transportation

Tommy G. Thompson
Governor

Charles H. Thompson
Secretary

OFFICE OF THE SECRETARY
P. O. Box 7910
Madison, WI 53707-7910

November 4, 1992

Mrs. James Dempsey
R.R. 2 Box 205
Elkhorn, Wisconsin 53121

Dear Mrs. Dempsey:

Representative Brandemuehl asked me to respond to your letter concerning USH 12 between Elkhorn and Whitewater. I appreciate the opportunity to answer your questions.

Let me begin by making clear that no decision has been made to build a new USH 12 highway between Elkhorn and Whitewater. The meeting you referred to was a public hearing held in Madison on July 22, 1992, by the Transportation Projects Commission. The purpose of the hearing was to obtain public opinion as to whether the Wisconsin Department of Transportation should begin an engineering/environmental study of USH 12 Elkhorn to Whitewater. As a result of that hearing and other factors, the Department of Transportation decided not to begin the study.

A notice of Hearing was sent to towns, villages, and cities along the route as well as to Walworth County and all area newspapers and radio stations. Individual property owners in the area were not specifically notified because the engineering/environmental study had not been started and, therefore, the location of the highway had not been determined.

I think you will agree that traffic is building and accidents are increasing over this section of USH 12, and it may be necessary to study the transportation needs of the area in the future, including USH 12. In that event, all affected citizens and businesses would be kept fully informed of the public meetings to discuss transportation needs.

In closing, I want to re-emphasize that no decision has been made to improve USH 12 between Elkhorn and Whitewater. Thank you again for writing.

Sincerely,

Charles H. Thompson
Secretary

CHT:lkp
CC:Representative Brandemuehl



WAYNE W. WOOD
State Representative
44th Assembly District

COMMITTEE ASSIGNMENTS
Assembly Chair, *Criminal Justice &
Public Safety*
Assembly Vice-Chair, *Ways & Means*
Member, *State Affairs, Securities &
Corporate Policy*

Wisconsin Legislature
Assembly

November 10, 1992

Home:
2429 Rockport Road
Janesville, WI 53545
(608) 752-5485

Office:
112 A West, State Capitol
P.O. Box 8953
Madison, WI 53708
(608) 266-7503

Governor Tommy Thompson, Chair
Transportation Projects Commission
115 East, State Capitol
Madison, WI 53702

Dear Chairman Thompson and Commission Members:

When the Transportation Projects Commission meets to consider enumeration priorities, I would appreciate it if the Commission would give serious consideration to giving top billing to the Rock County Transportation Plan Project.

The Janesville bypass portion of this plan has been in the discussion and planning stages for over 25 years. This bypass was a part of the Janesville area transportation plan when I was first elected to the Janesville City Council in 1972.

I have always been concerned that the bypass route be one that the affected townships agreed to. Finally, an agreement has been reached between the City of Janesville and the affected townships. Even former opponents of this bypass now recognize that its time has come, and support it. We need to build this badly needed project now.

The Beloit bypass is more recent in its development. Nevertheless, it is an integral part of the Rock County Project, and its inclusion in that project is important to maintaining the above-described intergovernmental agreement. I fully support construction of the Beloit bypass.

In reviewing the "evaluation" criteria developed by the Department for determining enumerated projects and their rankings, it is clear that the Rock County Plan should be ranked first. The Rock County Plan will clearly enhance our economy. It will improve highway service. It definitely will improve safety. It minimizes any undesirable impacts. And finally, without doubt, it serves community objectives.

Transportation Projects Commission Members
November 10, 1992
Page 2

I appreciate your consideration of my remarks, and I respectfully urge the Transportation Projects Commission to list the Rock County Transportation Plan as the highest priority among the 1992 candidates for enumeration.

Rock County historically has had one of the highest unemployment rates in the state. These bypasses will play a crucial role in developing the county's economy, so the unemployment rate can be reduced.

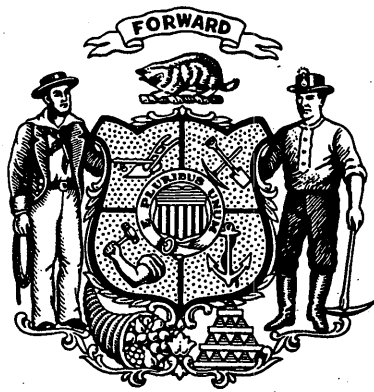
Sincerely,

A handwritten signature in cursive script that reads "Wayne".

WAYNE W. WOOD
State Representative
44th Assembly District

WW:db

END



END

TOWN OF McMILLAN

Marathon County

M333 E. McMillan Street

Marshfield, Wisconsin 54449

NOV 1 1992

10 November, 1992

Representative David Brandemuehl
Member, Transportation Projects Commission
Room 401 - 100 North Hamilton Street
Madison, Wi., 53708

*Do T
file*

Dear Represtative Brandemuehl

I am enclosing a copy of a resolution adopted by the Town of McMillan Plan Commission and the McMillan Town Board.

I have been a life long resident of the Town of McMillan, which lies immediately north of the City of Marshfidld, and feel that this project is really needed. When completed. I can see many benefits coming to the community. Improved safety, more economic developement and a big boost to the quality of life in our great community.

Once again I ask that you consider funding of this project. I wish to commend you for your past consideration and thank you for it.

Sincerely

Richard Scheuer

Richard Scheuer
Clerk

TOWN OF McMILLAN

Marathon County
M333 E. McMillan Street

NOV 1 1992

Marshfield, Wisconsin 54449

RESOLUTION 92-2

SUPPORT OF THE NEAR EAST BOULEVARD

WHEREAS, in its opposition to the 1990 Marshfield Bypass, the Town of McMillan, Marathon County, State of Wisconsin, requested that the Bypass Sub-committee initiate a "thorough, indepth, documented study of the total transportation needs of the Greater Marshfield Area", and provide that information to the general public prior to taking any action regarding the Central Wisconsin Bypass around the city, and

WHEREAS, the Wisconsin Department of Transportation did indeed sanction and fund such study of the total transportation needs of the Greater Marshfield Area by engaging the services of Donahue and Associates, an independant company, to do the study, and

WHEREAS, after completing the study of the needs of the area, and after considering several routes, did indeed recommend the Near East Boulevard as the route that would address the needs of the area, now

THEREFORE BE IT RESOLVED, that the Town of McMillan Plan Commission, in a meeting of the Commission on 28 September, 1992, did indeed endorse the Near East Boulevard and recommended to the town board that they adopt this resolution, and the McMillan Town Board, in their meeting of 12 October, 1992, did indeed adopt this resolution in support of the Near East Boulevard, and encourages the State of Wisconsin to fund the project, and

BE IT FURTHER RESOLVED, that copies of this resolution be sent to the Governor of the State of Wisconsin, area Senators and Assemblyman, District Director of Transportation, District 4, the Mayor of the City of Marshfield and the Editor of the Marshfield News Herald.

Date: 12 Oct 1992

Richard Scheuer
Attest, Richard Scheuer, Clerk

Posted: 14 October, 1992

Russel Weichelt
Russel Weichelt, Chairman

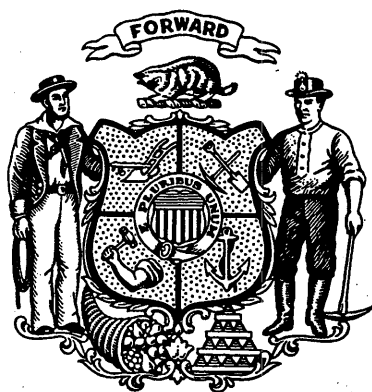
David Swenson
David Swenson, Supervisor

Vincent Weber
Vincent Weber, Supervisor

David McGivern
David McGivern, Supervisor

John Weigel
John Weigel, Supervisor

END



END



CITY OF EAU CLAIRE

NOV 17 1992

Office of the City Manager
(715) 839-4902

*DOT
file*

November 11, 1992

Representative David Brandemuehl
Transportation Projects Commission
Room 401, 100 North Hamilton Street
Madison, WI 53708

Dear Representative Brandemuehl:

In the very near future, the Transportation Projects Commission will consider statewide projects for enumeration. As you make these decisions, I hope you will again give consideration to one of this year's most highly-rated projects. That project is the USH 53 Bypass. This project, even though it is not recommended for enumeration by the Department of Transportation, is the third highest ranked project of the nine considered. It is the only project that is part of the 2020 Backbone System.

There is no doubt that there is a critical need for the USH 53 Bypass. Traffic counts and accident rates on this stretch of State highway are the highest of all the projects being considered in 1992. In fact, there is a portion of USH 53 where the accident rate is more than three times the statewide average for urban freeways in the state. The traffic volume is projected to increase significantly in the future from the 1990 volume of 47,600 cars per day, to a projected 61,000 cars per day in 2010. This change in traffic volume will undoubtedly lead to a dramatic increase in the already unacceptable accident rate.

The decision before you this December is surely very difficult. There are many communities competing for project funding with limited state resources available. There are projects which are recommended by the Department of Transportation which have very little local opposition. There are projects that have been selected by the Department of Transportation Major Project Rating System which have much lower levels of traffic volume and accident rates than the USH 53 proposal.




NOV 1 1992

The USH 53 Project has been rated in the DOT criteria as #3, has the highest traffic volume, and the highest accident rate of all the recommended projects. All of the data shows that this is one of the most critical projects before you for enumeration. This project is not recommended, however, because there is a perceived lack of community consensus.

I hope that you consider traffic volume, accidents, personal injury and traffic bottlenecks on the 2020 Backbone System as you make the decision as to which transportation projects best meet the needs of the Wisconsin motorists.

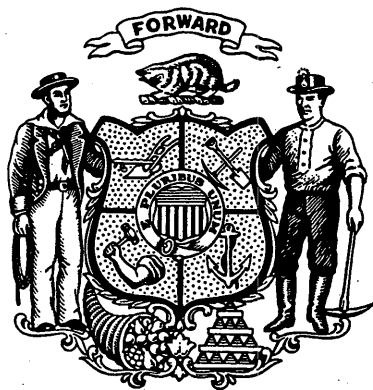
I would urge each member of the Transportation Projects Commission to consider the enumeration of the USH 53 Bypass project in 1992.

Sincerely,

A handwritten signature in dark ink, appearing to read "Don T. Norrell", written in a cursive style.

Don T. Norrell
City Manager

END



END

Dan Duchrow 1213 Water Street Sauk City WI 53583
(608) 643-6766

Do T file

NOV 13 1992

Dear Members Of The Transportation Projects Commission:

I would like to voice my opposition to the proposal which has been brought before you as the highest priority of the Wisconsin Department of Transportation, that being the proposed reconstruction of USH 12 from a 2-lane rural to a 4-lane freeway, from Middleton to Sauk City.

I voice my opposition to consideration for funding this project for many reasons, but the main reason for my opposition is that I see it as nothing but a complete waste of my tax money. This project has been urgently rushed to the top of the list because of it, and in the haste with which you are bound to review it, you will allow the greatest cumulative waste of any undertaking in recent history to occur in terms of lost natural resources (irretrievable), money, and, quite possibly lives. I strongly urge you to examine the evidence carefully in regards to the fatal traffic crashes which have occurred on this segment of rural highway, and ask yourselves this question: "How many of these accidents could have been avoided, had another factor been introduced?" How many of the fatalities occurred due to alcohol and speed? Could stricter enforcement of the speed limit, and greater visibility of our State Patrol and County Sheriff's Departments have played a role in intervention? I travel this segment of USH 12 five days a week, and for the past 2 years, would swear under oath that I have not seen a State Trooper from 6:00-6:30 am or from 4:00-4:45 pm more than twice. And the Trooper was not enforcing traffic laws, but apparently heading in to Madison. I understand that these are within the time frames in which many of the fatal accidents have occurred. Wouldn't it stand to reason that this would be one of the "high profile" times for law enforcement agencies.

I truly believe that you can see that there are so many reasons for not allowing the taxpayers to be taken to the cleaners on this one. Whether or not you want to see it is a matter only you can decide within yourselves.

Respectfully Submitted,



Dan Duchrow
Resident Of Sauk City

Dan Duchrow 1213 Water Street Sauk City WI 53583
(608) 643-6766

Copies of the enclosed are being sent addressed to:

Governor Tommy Thompson
Chairman
Room 115 East, State Capitol
Madison, WI 53702

Senator Joseph Andrea
Room 4 South, State Capitol
Madison, WI 53702

Senator William Berndt
Room 314 South, State Capitol
Madison, WI 53702

Senator Alan Lasee
Room 419 Southwest, State Capitol
Madison, WI 53702

Senator Marvin Roshell
Room 134 South, State Capitol
Madison, WI 53702

Senator Barbara Ulichny
Room 33 South, State Capitol
Madison, WI 53702

Representative Cletus Vanderperren
Vice Chairman
Room 121 West, State Capitol
Madison, WI 53702

Representative David Brandemuehl
Room 401 - 100 North Hamilton Street
Madison, WI 53708

Representative Donald Hasenohrl
Room 8 West, State Capitol
Madison, WI 53702

Representative Barbara Notestein
Room 10 East, State Capitol
Madison, WI 53702

Representative Heron Van Gorden
Room 302 West, State Capitol
Madison, WI 53702

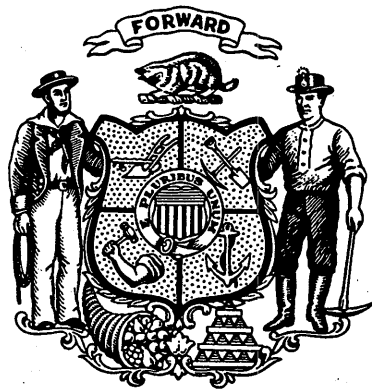
Mr. David Bugher
431 E. Clairemont - Suite F
Eau Claire, WI 54701

Mr. Jack Pelisek
100 E. Wisconsin Ave. 33rd Floor
Milwaukee, WI 53202

Mr. Herman Ripp
2009 N. Douglas St.
Appleton, WI 54911

Nonvoting
Secretary Charles H. Thompson
Dept. Of Transportation
Room 120B Hill Farms
4802 Sheboygan Avenue
Madison, WI 53705

END



END

6673 Hwy 12
Dane, Wisconsin 53529
November 16, 1992

Representative David Brandemuehl
Room 401 - 100 North Hamilton Street
Madison, Wisconsin 53708

Dear Representative Brandemuehl:

We are farmers who live on Hwy 12 on the segment of Middleton to Sauk City. We attended nearly every meeting held in the last year regarding the 4-lane ~~expressway~~. However, very few times were we permitted to speak.

We feel we should have a chance to be listened to and tell our side of the story.

First, we would like to thank you for the improvements already made. Some were suggestions of our study committee. We are happy to see a guard rail and center reflector lights on Springfield hill and other curves.

Second, We are most delighted to see some Highway patrol. It has been quite sometime since we have had proper patrolling. Speed is a large factor in accidents.

We would like to point out that this particular segment is valuable farmland and a historic area. No farms on this highway are in the soil bank!

We all agree some changes can be made, like turn-outs for driveways and farm machinery, some curves can be straightened, and if need be, a 4th lane could be built on Springfield hill. All of this would make for easier driving -- not necessarily safer driving!

The accidents seen in the last 10 years really have nothing to do with the highway. It is the drivers fault. Drivers must learn to drive safer. This road was not meant to be the Indianapolis Race track.

Back in the 1950's when the I-system was built care was taken not to disrupt anymore farms or farmland than was absolutely necessary. That road was to take the thru traffic off Hwy 12. Now it seems Hwy 12 must be a 4-lane expressway to accomodate that road.

Please give this project more attention before using all the farmland for fast travel. The dog track has an I-system connection as does the trucking industry.

We like your new highway signs - curves, 30 MPH, accident prevention project, etc. Let's put a little more money into patrolling for safer driving and let the farmers toil the land for a living. With industries laying off hundreds there will not be a need for 4-lanes.

The selfish want the country to live-in and wide roads to speed on--what about us and our business? Farming is a big business. When we are "laid off" or lose our land who will hire us?

Franklin Roosevelt said "A nation that destroys its soil destroys itself."


Thanks for your time and consideration toward more study before ruining our business. This is my follow-up letter to a phone call I made to your office November 5th.

Loyally

Carol Herbrand

Mr. & Mrs. (Carol) Richard Herbrand, members of Roads With Reason.

608-643-3868

 November 17, 1992

Dear Mr. Brandemuehl,

NOV 30 1992

I am writing to you regarding the Hwy. 13 project through the city of Marshfield - better known here as the Throughpass or Near East Blvd.

Supporters tell us it will take traffic off Central Ave., help solve our traffic problems and increase safety, and improve our chances for industry expansion.

With the Blvd. we will have at grade intersections at Palmetto, Vine, Maple and Chestnut Avenues. We have been told these intersections are too close together to be signalized. Therefore I assume they would be controlled with stop signs and be similar to the Hwy. 8 & 17 intersection at Rhinelander, for example. What a safety hazard that will be for our city! The Blvd. may cut down the accident rate on Central Ave. but what about these intersections? How is the Blvd. improving traffic safety or pedestrian safety here?

"Plans for the intersection with Central Ave. envisions 5 lanes of traffic crossing Central Ave. from both directions. Two lanes would be allowed for straight ahead traffic, with 2 left turn lanes and 1 right turn lane." (Marshfield News-Herald 10-30-92)

We have many elderly citizens driving in Marshfield. We were told by SEC Donohue that one reason existing E.4th St./Hwy. H could not intersect with the Blvd. is because many elderly would not be able to cope with that intersection because of the angle at which the two roads would meet. Do you really think they will cope with an intersection such as is being planned at the Blvd. and Central Ave. with 10 lanes crossing 4 lanes?! How is the Blvd. improving traffic safety and pedestrian safety here?

I agree an underpass on Peach Ave. would be "nice". Without the underpass we must stop while trains are passing. Is that such a big deal?

The argument in Marshfield favoring the underpass is that emergency vehicles will be able to get to the other side of town. This is a truth- for now, but the Fire Chief stated some time ago that Marshfield needs another fire station to serve the northern section of the city. So how necessary is this underpass? Is it really worth the price of disrupting, buying out, or relocating several homes, the Marshfield Co-op (both sides of Peach Ave.), Brandt Oil, Shapiros, Greenroof Builders and Great Plains Gas just so we don't have to wait for trains?

The Oak St./St. Joseph Ave. project is another very costly undertaking. I think it would be better to take truck traffic to the west side of the city rather than building an expensive overpass for the city at Oak Ave. and relocating Oak Ave. This need not be a 4 lane bypass but a two lane route. Perhaps one route could be Hwy. H west, from the southern side of Marshfield, to Hwy V, to Hwy. 13, thereby linking Hwy 29.

Getting back to the Oak Ave. project -- We have Washington School (a grade school) located on the corner of W.5th St. and Oak Ave. Going west on 5th St. we have 4 more schools-Columbus High School ($\frac{1}{4}$ block south of 5th), Our Lady of Peace grade school, University of Wis. and Mid-State Tech. A great deal of this traffic funnels down W. 5th. How are we improving traffic safety and pedestrian safety here?

On the east side of Marshfield perhaps Hwy. A/Galvin Ave. could be improved from Hwy. 10 to Hwy. 97 providing a link to Hwy. 29.

If alternates similar to the above could be used, Marshfield would still be tied into the 2020 Corridor system to encourage industry expansion and location here. Our city would be left intact and not divided. We could truly be the "City in the Center".

With the Blvd. it appears the state is involved in trying to solve a city's traffic problems but not really doing so.

Progress is a must for all of us. I don't consider this Blvd. to be progress. In reality it is not serving the purpose for which it is intended.

I urge you to reconsider your support of the Hwy.13/ Near East Blvd.

Thank-you for your consideration.

Sincerely,

Anita Schiefel

PROPOSED NEAR - EAST BOULEVARD LOCATION

PROPOSED BOULEVARD \$22 MILLION

AT GRADE INTERSECTIONS

PEACH AVENUE UNDERPASS

OAK/ST. JOSEPH / BOULEVARD
INTERSECTION AND
McMILLAN UNDERPASS

SMALL
CUL DE SAC

EXISTING
R.R. TRACK

ST.

AVE.

GALVIN

(C.T.H. "A")



10 LANES
TRAFFIC
DIRECTIONS
CROSSING
CENTRAL

BECKER RD. (C.T.H. "Y")

CUL DE SAC (TO PEACH)
DEPOT E. OF PEACH
2ND ST. CUL DE SAC
JUST W. OF PALMETTO
(NO ACCESS)

NOT AT 4TH -
ST. MUST BE SW. FOR
ANGLE INTERSECT
(C.T.H. "H")

CUL DE SAC
AT EITHER 6TH
OR 8TH TO ALLOW
FOR INTERSECTION
OF 4th (C.O.H.) INTO
BOULEVARD

H (4TH ST) FOLLOWING
BOULEVARD WOULD
TRAVEL DOWN
CENTRAL TO
EGRESS MFLD.

29TH

ST.

1 MI.
To Hwy 10

407 mi

12



TO AVE.
divided
Past 29 ST.

ADLER RD (C.T.H. "Y")

5TH

LINCOLN

OAK

RODDIS

CENTRAL

CHESTNUT

4TH

TURNAROUND

1ST

9TH

ST.

VINE

MAPLE

AVE.

PEACH

PALMETTO

AVE.

WASHINGTON

ST.

HUME

AVE.

ST.

ST.

ST.

ST.

ST.

ST.

ST.

ST.

ST.

ST.

ST.

ST.

ST.

ST.

ST.

END



END

November 18, 1992

Dear Representative Brandemuehl,

b27
File

We citizens of Marshfield wish to enlighten you before a vote is taken approving funds for the Marshfield Boulevard Project. Our recent election showed 4,732 votes to accept the boulevard, 4,073 taxpayers object to it being put through the middle of our town. That shows almost half of the voters do oppose it. That certainly is not a consensus. We firmly believe this is enough who adamantly are against it.

Our newspaper editor expounded two and three times a week his lengthy opinion that this should be accepted. Any citizen who submitted a letter to the Opinion Page was limited to one letter per month and 300 words or less.

Read the manner in which this referendum was presented on the ballot. "Do you favor Charter Ordinance # 18? The purpose of Charter Ordinance # 18 is to prohibit both new highway construction and modification of any existing or proposed state highways within the area bounded by the following streets in the city of Marshfield: Arnold Street, 2nd Street, Peach Avenue and Oak Avenue. A "yes" vote is a vote in favor of adoption of this Charter Ordinance. A "no" vote is a vote against adoption of this Charter Ordinance." Confusing and lengthy, to say the least! Even in our local newspaper, days before the election, a front page story regarding the ordinance said "Yes means no and no means yes." Some mistakenly believed it meant that no repair work would be allowed in that area too.

Our election process was slipshod. The newspaper count showed 4055 votes opposed to the boulevard, 4732 in favor of it. Two days later I went to the city hall to get the machine count plus absentee ballot count of each ward. I was informed that they added 18 more to the 'yes' count for the opposition to the boulevard than were reported to the newspaper. The following day I had knowledge that in Ward 6 the ordinance referendum question was not on the voting machines when the polls opened at 7 a.m. The two machines had not been changed for wording of the Charter Ordinance, but instead still had the referendum (whatever that was) from the previous election. The man who noticed it exited the booth and said "Well, I voted but you people don't have the right referendum printed there." He was angry that he didn't get to vote on that item. I questioned one of the poll workers who said it was changed to proper wording by 9 a.m. The second poll worker I asked said "Isn't it odd those machines weren't checked before being used?"

I believe we have been hoodwinked regarding the true facts of the source of funding for DOT projects. At all our general public informational meetings we were told this type of project is funded overall with vehicle-related fees. Spencer Black, chairman of the Legislative Special Committee on Transportation Development released a recent report which revealed gas tax, car registration fees, etc. account for only one third of transportation funding. Never was it brought out that property taxes account for 19.2%; general state revenue, 20.7%; and federal government, 14.7%. Vehicle-related fees make up 35.4%. Mr. Black said "Those figures refute the idea that vehicle fees provide most of transportation funding. They make that argument to justify more spending on highways."

57 homes would be displaced. How are we all to find suitable housing in a relatively short period of time in our town of 20,000? 22 businesses uprooted--location can be a deciding factor in the success or demise of a business. We all know that. Some businesses perhaps would not start up again--a loss of our tax base. My husband made an observation that rings true; "This would not be pushed if upper class homes were in the path of the proposed boulevard."

At the last council meeting (11-10-92) an alderman suggested the mayor appoint an "ad hoc" committee--a "healing get-together to educate the public"--meaning those of us who are protesting this project being forced on us. That points up just how much animosity there is in our community.

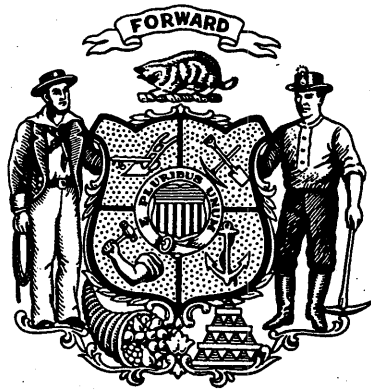
Donohue, the firm hired to do the study, had Randy Fuchs do our work. At one meeting he said to me "We've not ever had a project that has generated so much controversy." Their conclusion was that this route through the middle of town would be the most cost efficient. What about the human factor--emotional and financial cost for displaced homes and business. That counts for nothing?

I don't know how one could vote in good conscience to allocate funding towards this proposed project when just about one half of the citizens who voted are opposed to it.

Sincerely,

Kay Henseler
207 Concord Avenue
Marshfield, Wis. 54449

END



END

Representative David Brandemuehl
Room 401- 100 North Hamilton Street
Madison, Wi. 53708

Nov. 19, 1992

Dear Representative Brandemuehl;

As you no doubt know, the recent election on the Boulevard produced over 4,000 votes for the building of this project and a similar number against the project. There were slightly more votes cast for it than against it. There were 46% against and 54% for it. Thus there is not a true consensus here for this Boulevard.

The votes for it were willing to disrupt the city to secure the spending of \$22 million of the States money here. Whether the project would work or not. The votes against were from voters that felt sure the "Project was a poor conception" and would not solve the Traffic problems in this city, and favored a By-Pass or a truck route in which would surely work and could be built for 1/2 the cost of the "Throughpass".

We urge you to re-think your support of the throughpass of "foreign" traffic in this city in the light of the following;

Does the state have so much money that it can afford to spend \$12 million on a road project here that it is entirely unnecessary?

Why do you feel that all of the "Foreign" traffic should be routed through this city instead of around it? Why not let this traffic decide for itself whether or not it wants to go through Marshfield ? The truck traffic should not have such a choice.

There are many different ways that traffic looking to get to Hwy. 29 can do so without going thru Marshfield!

We hope your answers in considering the above will convince you that the Boulevard is really not the answer to our traffic problems here, and that you will recall your support of it, and advise the D O T to more thorally investigate the construction of a By-Pass around this city. It need be only a 2 lane one for now. The city can then take care of its own traffic problems as it finds necessary.

Thanks much for your help and consideration of this matter!

Most Sincerely,
Citizens For One Marshfield
Mrs Carol Korvadey
115 East 17th Street
Marshfield, Wi. 54449

DOT File

Representative David Brandemuehl
Room 401- 100 North Hamilton Street
Madison, Wi. 53708

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Most Sincerely,
Citizens For One Marshfield
Mrs. Carol Konrady
115 East 17th Street
Marshfield, Wi. 54449

Barron County

County Courthouse

330 EAST LA SALLE
BARRON, WISCONSIN 54812

November 19, 1992

MR. CHUCK THOMPSON, SECRETARY
ATTN: LINDA THELKE
WISCONSIN DEPT TRANSPORTATION
P. O. Box 7010
Madison, Wisconsin 53701

RE: Eau Claire BY-Pass



Dear Secretary Thompson,

A committee was formed in Eau Claire by City Manager Don Norrell to work out a consensus on the Highway 53 Bypass Route. The committee basically had only one opinion at its inception, and will still have the same opinion at its conclusion. We, the Barron County Board of Supervisors, tried twice to have a representative on this committee, but were refused.

It is our understanding that you are now going to meet with that committee and its current representatives on December 2nd.

If you would but take a look at a map of the State of Wisconsin, you will note that there are roughly 140 miles of Highway 53 north of the Chippewa County line and Superior, not to mention all the mileage on to the Canadian border. There is also a lot of mileage south of the Eau Claire County line on both Highway 53 and I-94. It is highly presumptive to purposely ignore the needs of this segment of the population of Wisconsin and listen only to the representatives from the Eau Claire area.

Please consider that the intent of your department was to build a BYPASS. That is what was done all the way north to Eau Claire. Highway 53 does not run through, or even very close to any community. It was the correct procedure, and should be consistent in all areas affected.

At least 90% of the long distance traffic from the areas I am talking about wishes to go by Eau Claire as fast, safely, and economically as possible. Only the Outer Route fills this need! It can safely allow the higher speed limit; the need for fewer interchanges would enhance the safety factor; it would be one 1½ miles shorter from its north terminus to its junction with I-94 on the south than the Inner Route would be, thus saving every truck \$1.50 and every car \$.45 each way.

The interchange overpass on the north at State Highway 124 and US 53 is built with its alignment in place for the outer bypass route, as that comprehensive plan was created many years ago.

At the present time, people from the north and south who wish to go into Eau Claire to shop would be much better served by a highway connecting the Outer Bypass into Golf Road, the shopping malls, and Hastings Way (City 53). The situation created with all traffic funneled through the same area is equally frustrating to those who wish to go into Eau Claire as well as those who wish to steer clear of it. The cost of this addition could be added to the Outer Route costs and still would be less than construction of the proposed Inner Route. Any monies left over could be used if you feel to necessary to upgrade City Route 53.

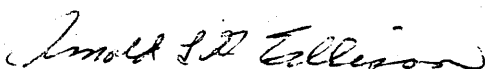
Please consider too, the cost in the next 50 years to all the traffic going by Eau Claire which they would incur because of the extra mileage from driving the Inner Route. The accumulated costs would pay for the route many times over - this is an economic cost to the entire north and south and just one more economic rock around the neck of an area that already has too many.

Secretary Thompson: we need to be heard on this issue!

It is of vital concern to us. I would ask that you schedule another hearing in an area such as Spooner, and invite representatives from all the counties north of Chippewa to Superior. It might be well for you to do the same to the south in a couple of locations. In order to serve the needs of all the people of this state, it is necessary that you be acutely aware of what those needs are.

I thank you for your cooperation and look forward to your reply.

Sincerely,



ARNOLD L.G. ELLISON

Copy